

Public Transportation Profile

Idaho Transportation Department, Region 1

Introduction

Comprising northern Idaho, Region 1 is commonly referred to as the “Panhandle.” Region 1 is bordered by Canada to the north, Region 2 to the south, the state of Montana to the east, and the state of Washington to the west. This region is largely defined by its vast forests, which account for over 87 percent of the land. Approximately 60 percent of Region 1 is federal or state land. Land use information was obtained from the Idaho Department of Commerce.

Region 1 consists of five counties. They include Benewah, Bonner, Boundary, Kootenai, and Shoshone. Kootenai is an urban county and the remaining four counties are rural. The regional urban centers are Coeur d’Alene in Kootenai County and Spokane in Spokane County, Washington. Small urban cities in the region include Hayden, Kellogg, Post Falls, Rathdrum, St. Maries, and Sandpoint.

The economy in this region has traditionally been tied to its natural resources—minerals and timber. While the mining and timber industries have declined over the past two decades, business tied to tourism and recreation has grown. For instance, the Idaho Department of Tourism estimates that approximately five million tourists visit northern Idaho per year.

Demographics

The total Region 1 population was 156,370 in 1996. The regional population is projected to increase by 6.8 percent between 1997 and 2001 and by 32.8 percent over the 20-year period 1996 to 2015. Along with Region 3, this represents the largest regional percentage growth anticipated in Idaho. Most of the region’s population is located along the I-90 and U.S. 95 corridors, which cross the region from east to west and north to south, respectively, and intersect in Coeur d’Alene. Nearly 60 percent of the regional population is located in Kootenai County, which is expected to experience the highest county population growth in the region at 42.9 percent over the next 20 years. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Existing Public Transportation Services

There are 11 organizations providing public transportation services in Region 1. These providers include Amtrak, Bonners Ferry Seniors, Coeur d’Alene Tribe, Greyhound, North Idaho Community Action Agency, North Idaho Community Express (NICE), Project Transport, Sandpoint Area Seniors, Silver Valley Seniors, Spokane Transit Authority, and Valley Vista Care Center. With the exception of Greyhound, these

providers are all private non-profits entities. The services made available by these providers are summarized below.

- ◆ Amtrak – intercity service for the general public passing through the northern portion of the region with stops in Spokane and Sandpoint.
- ◆ Bonners Ferry Seniors – demand response service for the general public in Bonners Ferry.
- ◆ Coeur d’Alene Tribe – demand response service for senior tribal members located within the Coeur d’Alene Indian Reservation.
- ◆ Greyhound – intercity service for the general public between Chicago and Seattle, with stops in Mullan, Wallace, Kellogg, Coeur d’Alene, and Spokane.
- ◆ North Idaho Community Action Agency – organized volunteer service for seniors in parts of Benewah, Bonner, Kootenai, and Shoshone Counties.
- ◆ North Idaho Community Express (NICE) – fixed route service for the general public in Kellogg, demand response service for the general public in parts of Bonner, Kootenai, and Shoshone Counties, vanpool service from Coeur d’Alene to Kootenai and Sandpoint, and intercity service from Sandpoint to Coeur d’Alene.
- ◆ Project Transport – organized volunteer service for the general public in parts of Benewah, Bonner, Kootenai, and Shoshone Counties.
- ◆ Sandpoint Area Seniors – demand response service for the seniors and the disabled in the Sandpoint area.
- ◆ Silver Valley Seniors – demand response service for the seniors and the disabled in the northern half of Shoshone County.
- ◆ Spokane Transit Authority – vanpool service from Coeur d’Alene to Spokane.
- ◆ Valley Vista Care Center – demand response service for the seniors and the disabled in Plummer and St. Maries.

Region 1 services not meeting the study definition of public transportation are provided by a number of other organizations. For instance, the Department of Health and Welfare provides rides with state-owned vehicles through its regional office. The Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation also fund transportation services through the reimbursement of client-provided trips. Other providers include OmniBus, Inc., Tesh, Inc., and taxi companies.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study, Movin’ Idaho, and ITD’s Recipient Operators Sub System (ROSS).

Public Transportation Needs

Existing public transportation services were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho.

Services were evaluated on a location-specific basis. For example, fixed route services were evaluated in urbanized areas and urban cities having a population of 15,000 or more. Intercity and rideshare services were primarily assessed in small urban cities (i.e., cities having a population from 2,500 to 14,999) with service to regional population centers. Alternatively, demand response and volunteer services were evaluated on county-wide and region-wide bases, respectively.

The results of the comparison of existing services with service standards for Region 1 by mode are summarized below in terms of the percent of the population having access to service in specific locations. For instance, the results indicate that 0 percent of the population in urbanized areas or large urban cities has access to fixed route service, while 76 percent of the region's population has access to volunteer services at the existing, minimum, and enhanced levels of access.

	Tier 1 Existing	Tier 2 Minimum	Tier 3 Enhanced	Tier 4 Optimal
Fixed Route	0%	0%	0%	0%
Demand Response	50%	50%	19%	0%
Rideshare	0%	0%	0%	0%
Intercity	88%	14%	14%	0%
Volunteer	76%	76%	76%	75%
Coordinated Service	39%	39%	39%	31%

Service Strategies

Based on service needs, service strategies were developed. Service strategies address both met and unmet needs. Service strategies for Region 1 are summarized below.

- ◆ Fixed Route – Existing fixed route service in Kellogg needs to be maintained. New hourly circulating loop service in Coeur d'Alene and commuter service from Hayden and Post Falls to Coeur d'Alene needs to be implemented.
- ◆ Demand Response – Existing demand response service needs to be enhanced, and new service needs to be implemented in the unserved areas of the region.
- ◆ Rideshare – New vanpool service needs to be implemented from Kellogg, Rathdrum, St. Maries, and Sandpoint to Coeur d'Alene along with a regional carpool program to provide a central source for organizing carpools.

- ◆ Intercity – Existing intercity service from Kellogg and Sandpoint (with a stop in Hayden) to Coeur d’Alene and from Coeur d’Alene to Spokane (with a stop in Post Falls) needs to be enhanced. New service needs to be implemented from Rathdrum and St. Maries to Coeur d’Alene.
- ◆ Volunteer – Existing organized volunteer service needs to be enhanced, and new service needs to be implemented in the unserved areas of the region.

Coordination

There is an opportunity to significantly increase coordination of public transportation services in Region 1. Specifically, the provision of demand response and volunteer services would benefit from increased coordination. For example, there are two volunteer providers operating overlapping service in many areas of the region. There are also two organizations providing overlapping demand response service in Sandpoint and Shoshone County.

In addition, there are opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation. Although some of their transportation services are provided through contracts with public transportation providers, greater service efficiency can be achieved through more effective regional coordination.

Funding Requirements

Funding requirements were developed for implementing service strategies at each access standard – existing, minimum, enhance, and optimal. Funding requirements for the existing access standard (i.e., the cost to maintain the current level of service with population growth and inflation) are provided below for the five-year period 1997-2001.

	1997	1998	1999	2000	2001
Operating	\$721,482	\$769,619	\$810,429	\$853,272	\$901,528
Capital	\$1,346,592	\$168,730	\$115,816	\$0	\$0
Total	\$2,068,074	\$938,349	\$926,245	\$853,272	\$901,528

Capital requirements vary considerably from year to year and are dictated by vehicle replacement schedules. Vehicle replacement requirements peak in 1997. The average annual total funding requirement for the five-year period 1997-2001 for the Tier 1 level of service (i.e., maintaining the existing level of service) is \$1.1 million. This compares with the average annual cost in inflated-year dollars to achieve the Tier 2, Tier 3, and Tier 4 levels of service of \$3.2 million, \$6.1 million, and \$10.0 million, respectively.

Funding for public transportation services and facilities is currently received from a combination of federal, state, and local sources. Some sources provide funding specifically for transportation purposes, while others provide funding for broader social services needs, which can include transportation.

Federal public transportation funding sources include the Federal Transit Administration through various grant programs and the Federal Highway Administration through Congestion Mitigation and Air Quality funds. Federal social service funding sources that support the transportation of individuals include, but are not limited to, the Older Americans Act, Medicaid, and the National Services Corporation.

There are currently no state funding sources dedicated to public transportation services. Local funding sources include local resort option taxes, fares, donations, advertising, and fund raisers to name a few.

Benefits

Over the past several years, numerous studies by federal, state, and local governmental entities have shed light on the benefits of public transportation services. Drawing from research performed for the Transportation Research Board and states such as Washington, beneficial impacts of public transportation expenditures were quantified in the following categories: economic, environmental, safety and security, cost avoidance, and land use.

Benefits were compared to costs at each access tier for the period 1997 to 2001. The benefit to cost ratios are as follows:

- ◆ Tier 1: 3.87
- ◆ Tier 2: 3.95
- ◆ Tier 3: 4.75
- ◆ Tier 4: 5.76

These ratios indicate that for every \$1.00 invested in public transportation anywhere from \$3.87 to \$5.76 of beneficial impact will result.

Benewah County Public Transportation Profile

Introduction

Benewah County is in northern Idaho and borders the state of Washington. It is the twenty-ninth most populous county and ranks thirty-fourth in area. Approximately 12 percent of the county is federal land. Production of forest and wood products provides the foundation for the local economy. Employment in all industries grew 16 percent from 1985 through 1995. Major employers include Potlatch, Joint School District No. 41, Crown Pacific, Regulas wood products companies, Jack Buell Enterprises, and the Coeur d'Alene Tribe. Skiing is available at the North-South Ski Bowl. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Benewah County population was 8,630 in 1996. The county population is projected to increase by approximately 10 percent over the next 20 years. St. Maries is the county seat and employment center. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

There are four organizations providing public transportation services in Benewah County. These providers include the Coeur d'Alene Tribe, North Idaho Community Action Agency, Project Transport and Valley Vista Care Center. The services made available by these providers are summarized below.

- ◆ Coeur d'Alene Tribe - demand response service for senior tribal members located within the Coeur d'Alene Indian Reservation.
- ◆ North Idaho Community Action Agency – organized volunteer service for seniors in parts of Benewah County.
- ◆ Project Transport – organized volunteer service for the general public in parts of Benewah County.
- ◆ Valley Vista Care Center – demand response service for seniors and the disabled in Plummer and St. Maries.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 1 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies were identified. Service strategies for Benewah County are summarized below.

- ◆ Demand Response – enhance existing services and expand service to the unserved areas of the county.
- ◆ Rideshare - implement carpool/vanpool service from St. Maries to Coeur d'Alene.
- ◆ Intercity - implement service from St. Maries to Coeur d'Alene.
- ◆ Volunteer - enhance existing service and expand service to the unserved areas of the county.
- ◆ Coordination - seek opportunities to improve coordination of services, especially demand response and volunteer services.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.

Bonner County Public Transportation Profile

Introduction

Bonner County is in northern Idaho and borders both Washington and Montana. It is the ninth most populous and the fourteenth largest county. About 9.5 percent, or 183 square miles, of the county's total area is water—the most of any Idaho county. The U.S. government owns approximately 45 percent of the county. Forest and wood products industries, together with recreation and tourism, form the strongest components of the local economy. Employment grew 38 percent from 1985 through 1995. Major employers include Litehouse, Ceda-Pine Veneer, Coldwater Creek, Louisiana Pacific, Schweitzer Mountain Ski Resort, and Idaho Forest Industries.

Lake Pend Oreille, Priest Lake, Cabinet Gorge, and other waterways provide opportunities for recreation. Skiing is available at Schweitzer Mountain Ski Resort. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Bonner County population was 32,890 in 1996. The county population is projected to increase by approximately 28 percent over the next 20 years. Sandpoint is the county seat and employment center. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

There are four organizations providing public transportation services in Bonner County. These providers include Amtrak, North Idaho Community Action Agency, North Idaho Community Express (NICE) and Project Transport. The services made available by these providers are summarized below.

- ◆ Amtrak – intercity service for the general public passing through the northern portion of Region 1 with a stop in Sandpoint.
- ◆ North Idaho Community Action Agency – organized volunteer service for seniors in parts of Bonner County.
- ◆ North Idaho Community Express (NICE) – demand response service for the general public in parts of Bonner County, and intercity service for the general public from Sandpoint to Coeur d'Alene.
- ◆ Project Transport – organized volunteer service for the general public in parts of Bonner County.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 1 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies for Bonner County were identified. Service strategies for Bonner County are summarized below.

- ◆ Demand Response – enhance existing services and expand service to the unserved areas of the county.
- ◆ Rideshare - implement carpool/vanpool service from Sandpoint to Coeur d'Alene.
- ◆ Intercity - enhance existing service, add a stop in Hayden to the service between Sandpoint and Coeur d'Alene and implement service from Rathdrum to Coeur d'Alene.
- ◆ Volunteer - enhance existing service and expand service to the unserved areas of the county.
- ◆ Coordination - seek opportunities to improve coordination throughout the county and particularly in Sandpoint.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.

Boundary County Public Transportation Profile

Introduction

Boundary County is Idaho's northern-most county, bordering Canada to the north, Washington to the west, and Montana to the east. It ranks twenty-fifth among the counties by population and twenty-fourth by area. Nearly 61 percent of the county is federally owned. Forest and wood products companies provide the majority of employment. Total civilian employment grew 20 percent from 1985 through 1995. Major employers include the U.S. Forest Service, CEDU Education Systems, Inc., Boundary County School District, Louisiana Pacific, and Elk Mountain Farms. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Boundary County population was 9,390 in 1996. The county population is projected to increase by approximately 20 percent over the next 20 years. Bonners Ferry is the county seat and employment center. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

Bonners Ferry Seniors is the only public transportation provider in Boundary County. Bonners Ferry Seniors offers demand response service for the general public in Bonners Ferry. In addition, the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation provide trips through client reimbursements. The regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho.

Public Transportation Needs and Strategies

Existing public transportation services in Region 1 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies for Boundary County were identified. Service strategies for Boundary County are summarized below.

- ◆ Demand Response – enhance existing service and expand service to the unserved areas of the county.
- ◆ Volunteer - implement organized volunteer service.
- ◆ Coordination - seek opportunities to increase coordination of services with the implementation of new and expansion of existing services.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.

Kootenai County Public Transportation Profile

Introduction

Kootenai County is on the Washington border in northern Idaho. It is the state's third most populous county, but ranks only twenty-third in total area. About 5.4 percent, or 70.6 square miles, of the county is water and almost one-third of the county is federal land. Recreation and tourism employment are important to the county as are jobs in trade and services supporting the North Idaho region. Total civilian employment grew over 63 percent between 1985 and 1995. Major employers include Hagadone Corporation, Kootenai Medical Center, Harpers Furniture, and Advanced Input Devices.

Attractions in the county include Lake Coeur d'Alene and its Scenic Byway, Spirit Lake, Silverwood Theme Park, Farragut State Park on Lake Pend Oreille, the Coeur d'Alene Resort, and the Cataldo Mission, Idaho's oldest building. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Kootenai County population was 91,580 in 1996. The county population is projected to increase by approximately 43 percent over the next 20 years. Coeur d'Alene is the county seat and employment center. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

There are six organizations providing public transportation services in Kootenai County. These providers include Coeur d'Alene Tribe, Greyhound, North Idaho Community Action Agency, North Idaho Community Express (NICE), Project Transport and Spokane Transit Authority. The services made available by these providers are summarized below.

- ◆ Coeur d'Alene Tribe – demand response service for senior tribal members located within the Coeur d'Alene Indian Reservation.
- ◆ Greyhound – intercity service for the general public from Coeur d'Alene to Spokane.
- ◆ North Idaho Community Action Agency – organized volunteer service for seniors in most of Kootenai County.
- ◆ North Idaho Community Express (NICE) – demand response service for the general public in parts of Kootenai County and vanpool service for the general public from Coeur d'Alene to Kootenai and Sandpoint.
- ◆ Project Transport – organized volunteer service for the general public in most of Kootenai County.
- ◆ Spokane Transit Authority – vanpool service for the general public from Coeur d'Alene to Spokane.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of Health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 1 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies for Kootenai County were identified. Service strategies for Kootenai County are summarized below.

- ◆ Fixed Route - implement hourly circulating loop service in Coeur d'Alene and commuter service from Hayden and Post Falls to Coeur d'Alene.
- ◆ Demand Response – enhance existing service and expand service to the unserved areas of the county.
- ◆ Rideshare - maintain service from Coeur d'Alene to Kootenai, Sandpoint, and Spokane.
- ◆ Intercity - enhance service from Coeur d'Alene to Spokane and add a stop in Post Falls.
- ◆ Volunteer - enhance existing service.
- ◆ Coordination - seek opportunities to improve coordination of services, especially demand response and organized volunteer services.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.

Shoshone County Public Transportation Profile

Introduction

Located in northern Idaho, Shoshone County borders the state of Montana to the east. It is the twentieth most populous and eighth largest county. Shoshone County is highly rural in nature, with over 96 percent of its 1.7 million acres consisting of forest land. Approximately 75 percent of the land in the county is owned by the federal government.

Historically a mining area, tourism and recreation are growing industries. Total civilian employment in the county grew approximately 24 percent from 1985 to 1995. Major employers include Hecla Mining Company, Magnuson Enterprises, Silver Valley Labs, Shoshone Medical Center, and Sunshine Mining Company. Silver Mountain Ski Resort is a popular visitor destination. County information was obtained from the Idaho Department of Commerce's "County Profiles of Idaho."

Demographics

The total Shoshone County population was 13,880 in 1996. The county population is projected to increase by little more than 1 percent over the next 20 years. Wallace is the county seat. Kellogg is the employment center for the county. Most of the county population is located along the I-90 corridor, which crosses the county from east to west about midway between its northern and southern borders. Population information was obtained from the 1996 Idaho State Profile prepared by Woods & Poole Economics, Inc.

Public Transportation Services

There are five organizations providing public transportation services in Shoshone County. These providers include Greyhound, North Idaho Community Action Agency, North Idaho Community Express (NICE), Project Transport, and Silver Valley Seniors. The services made available by these providers are summarized below.

- ◆ Greyhound – intercity service for the general public from Kellogg to Coeur d'Alene.
- ◆ North Idaho Community Action Agency – organized volunteer service for seniors along most of the I-90 corridor.
- ◆ North Idaho Community Express (NICE) – fixed route service in Kellogg and demand response service along the I-90 corridor, both for the general public.
- ◆ Project Transport – organized volunteer service for the general public in western portion of the county.
- ◆ Silver Valley Seniors – demand response service for seniors and disabled in the northern half of the county.

The sources of service information include the results of the provider survey administered as part of the Idaho Public Transportation Needs and Benefits Study and Movin' Idaho. Some of the trips provided by the above mentioned organizations are purchased through

service agreements by the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation. Both agencies also provide trips through client reimbursements. Additionally, the regional office of the Department of health and Welfare provides trips with state-owned vehicles.

Public Transportation Needs and Strategies

Existing public transportation services in Region 1 were evaluated against a series of service standards, including existing, minimum, enhanced, and optimal levels of service, to determine the percent of population having access at each service standard for each type of public transportation service considered for the state of Idaho. Based on the results of these comparisons, service needs and strategies for Shoshone County were identified. Service strategies for Shoshone County are summarized below.

- ◆ Fixed Route – maintain service that exists in Kellogg.
- ◆ Demand Response – enhance existing services and expand service to the unserved areas of the county.
- ◆ Rideshare – implement carpool/vanpool service from Kellogg to Coeur d’Alene.
- ◆ Intercity – enhance service from Kellogg to Coeur d’Alene.
- ◆ Volunteer – enhance existing service and expand service to the unserved areas of the county.
- ◆ Coordination – seek opportunities to improve coordination of services, especially demand response and volunteer services.

There are also opportunities for achieving increased coordination of social service trips, such as those funded by the Idaho Department of Health and Welfare and Idaho Division of Vocational Rehabilitation.